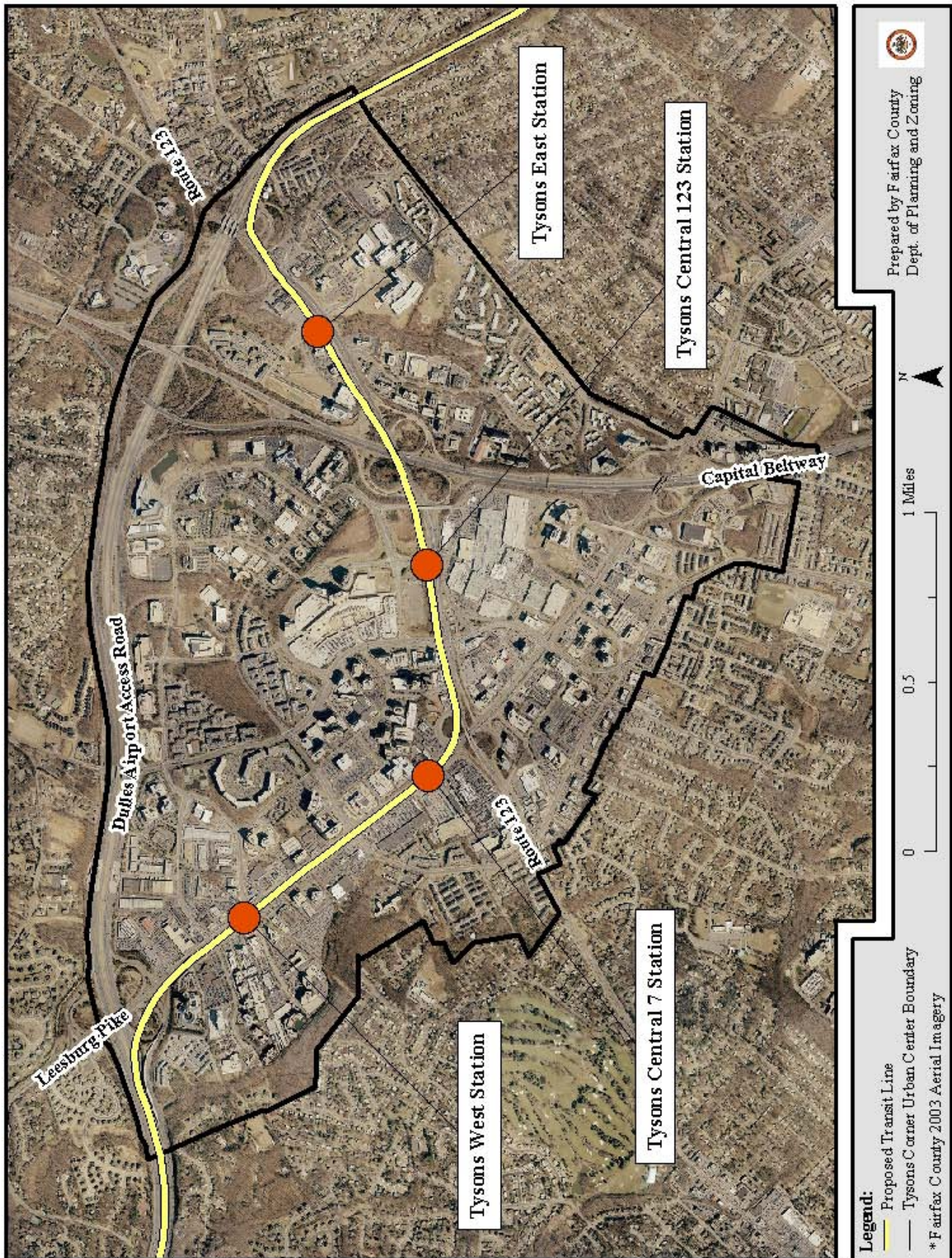




Appendix D

Map, Presentation, and Handouts

Tysons Corner: Initial Community Outreach Findings



Community Dialogue on the Future of Tysons Corner



Why Are We Here?

- We can **influence** the **Comprehensive Plan** for **future growth** of Tysons



We are NOT from Metrorail

- We are here to discuss **impacts of the stations on Tysons**, not input on the stations themselves



Who We Are

- Tysons Land Use Task Force
 - 35 members
 - community, business, employers, districts
 - staffed by Dept. of Planning and Zoning
 - officially the coordinating committee
- The Perspectives Group
 - public participation firm



What Will We Do?

- Presentation on **planning process** (15 minutes)
- **Q&A** (10 minutes)
- Table dialogues on **values** (35 minutes)
- **Share** results of dialogues (20 minutes)
- Wrap up (10 minutes)



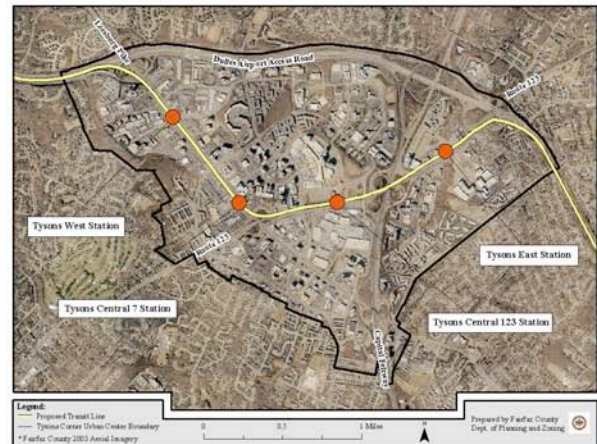
The Comprehensive Plan

- Guides land use, density, and development character
- 1994 Plan identifies many areas of change:
 - Improved sense of place
 - Centralized areas of more intense development
 - More housing, including affordable units
 - Mixed-use development
 - Cohesive pedestrian system
 - Mass transit options and other transportation strategies



New Plan Needs to Account for Rail

- Nine stations, four in Tysons
- Construction starts 2006
- Service starts 2011
- Information at www.dullesmetro.com



Input to Task Force Process

- Task 1. Background (complete)
- Task 2. Issue Identification
 - We are here
 - Community values, issues, and concerns to be included in guiding planning principles



Input to Task Force Process

- Task 3. Develop Guiding Planning Principles
 - March, April
 - Used to evaluate changes to the plan
 - Based on community input



Input to Task Force Process

- Task 4. Develop Consensus Concepts
 - Will identify general character and mix of land uses and transportation issues
 - Based on planning principles
 - Community input to review concepts



Input to Task Force Process

- Task 5. Recommendations
 - Based on consensus concepts refined by community input
 - Planning Commission consideration
 - Board of Supervisors adoption in late 2006



Questions?

More information at:
www.fairfaxcounty.gov/dpz/tysonscorner



Community Values

- Reflect what we care about
- Form the foundation for our decisions
- Not the same as positions



Group Etiquette

- Respect each other
- Listen to understand
- Listen for common values and visions
- Dig deeper
- Emphasize what's important



Dialogue Question

- Identify the **values** that should be included in the **Guiding Planning Principles**?
- Discuss the **Tyson**s we want in the future as a positive place to live, work, and shop--**how has it changed**, how has it **stayed the same** and how does this relate to our values?



Dialogue Process

- Talk together at tables
- Ask questions to get at values
- Capture one value per sheet (use large marker!)
- Identify a spokesperson



Get Ready to Report

- Identify a spokesperson
- Organize sheets, no duplicates
- Capture all values discussed
- Mark top 3-4 values in red



Wrap-Up

- Values input goes to the Task Force
- Your input will influence Guiding Planning Principles
- Final Report will reflect all 20 dialogues
- Additional input opportunities this summer





Initial Community Dialogues on the Future of Tysons Corner

January 2006

The Tysons Land Use Task Force is seeking community input for refinement of the 1994 Tysons Corner Comprehensive Plan. The Task Force is holding 20 community dialogues on the values, issues, and concerns that should be considered in making these refinements.

What is the Comprehensive Plan?

The Comprehensive Plan is a guide for future land use, density, and development character in Tysons Corner. The current (1994) Tysons Corner Comprehensive Plan provides a vision for substantial change corresponding to the introduction of rail through Tysons. The Plan includes the following objectives:

- Create an improved sense of place and function
- Create centralized areas of more intense development
- Encourage development of additional housing, including affordable units
- Encourage mixed-use development
- Develop a cohesive pedestrian system, and
- Develop mass transit options as well as other transportation strategies.

What is the Tysons Land Use Task Force?

The Fairfax County Board of Supervisors appointed the Task Force (officially called the Coordinating Committee) to update the 1994 Tysons Comprehensive Plan based on the final orientation of metrorail in Tysons. The Board of Supervisors asked the Task Force to formulate Plan revisions that will: promote mixed use, facilitate transit-oriented development, enhance pedestrian connections throughout Tysons, increase the residential component of the density mix, improve the functionality of the area, and provide for amenities and aesthetics such as public spaces, art, and parks.

The Task Force is composed of a diverse mix of stakeholders from the community, businesses and major employers, as well as representatives from each Supervisory District, the Fairfax County Chamber of Commerce, TyTran, and area neighborhoods.

As part of the planning process, a land use study is being conducted by the Task Force, staff and consultants. The land use study will evaluate how the current Comprehensive Plan's guidance for future development should be refined now that specific information is available on the four Metro station locations (as identified in the FEIS and the preliminary engineering currently underway).

How will the Task Force use Community Input?

The Task Force is charged with the coordination of community input on the potential changes in the Comprehensive Plan. The Task Force will use community values to guide their recommended changes to the Comprehensive Plan.

Background on the Metrorail Project

The Dulles Metrorail Project's Final Environmental Impact Study (FEIS) identified four Metrorail stations within Tysons Corner. The FEIS set the general alignment and location of stations. The Dulles Metrorail Project is the authority for the planning and development of Metrorail line and its stations. The construction of the Metrorail line through Tysons is scheduled to begin in 2006 with service expected to begin in 2011. A map of the Metroline and stations is attached and more information on station locations, timeline for construction and financing can be found at www.dullesmetro.com

The Task Force Decision Process Includes Five Tasks

Task 1. Background Information

Since its inception in June 2005, the Task Force has looked at existing conditions and trends in Tysons Corner as well as information concerning transit oriented design (TOD).

Complete

Task 2. Issue Identification

The Task Force is seeking broad **community input** during its initial outreach in January and February 2006 to identify community values, issues, and concerns to be considered in developing principles and concepts for change.

**We are
here now**

Task 3. Develop Guiding Planning Principles

The Task Force will consider all input gathered in the initial outreach to formulate guiding principles that it will follow in evaluating changes to the Plan.

**Winter
2006**

Task 4. Develop, Analyze and Refine Consensus Concepts

The Task Force will develop consensus concepts on the general character and mix of land uses, and transportation issues associated with potential changes to the Plan. This activity will include reviewing the twenty Area Plan Review (APR) items submitted within Tysons as well as evaluating development potential on other property within Tysons. This process should result in consensus concepts supportive of the guiding principles established under Task 3. Additional **community input** will be conducted to evaluate and refine these concepts for the future.

**Late Winter/
Spring 2006**

Task 5. Formulate Recommendations

Based on the consensus concepts and public input, the Task Force will make specific recommendations to refine and modify the Plan. The recommendations will be considered by the Planning Commission and ultimately be submitted to the Board of Supervisors for adoption in late 2006.

**Summer/
Fall 2006**

Goal of the Initial Community Outreach, January-February, 2006

As part of its Issue Identification task, the Task Force is seeking community input on the values, issues, and concerns that should be considered in the formulation of Guiding Planning Principles for the Comprehensive Plan. Twenty community dialogues are being held to engage all sectors of the Tysons community in conversations about what is most important to them for the future of Tysons Corner.



For more information on the Task Force and the Tysons Corner Comprehensive Plan visit <http://www.fairfaxcounty.gov/dpz/tysonscorner>

Reasonable accommodations will be made upon request. Please call 703-324-1334, TTY 711, for more information.

Land Use Task Force Members

Member Name

The Honorable Katherine Hanley
 Jo Hodgins
 Janyce Hedetniemi
 Michael Lewis
 Brenda Krieger
 Kohann Whitney
 George Barker
 Stephanie Mensh
 The Honorable James M. Scott
 Wade H.B. Smith
 Irv Auerbach
 Clark Tyler
 The Honorable Stuart Mendelsohn
 Stella M. Koch
 Frank A. de la Fe (ex-officio)
 Bruce Wright
 Michelle Krockner
 Hank Chao
 J. Douglas Koelemay
 William Lecos
 Pamela Beck Danner
 Kahan Singh Dhillon, Jr
 Kenneth A. Lawrence (ex-officio)
 William Lue
 George W. Lamb
 Philip Sparks
 Tom Fleury
 Gary Lance
 John Anderson
 Keith Turner
 Edward Chase
 Sally Liff
 Amy Tozzi
 Thomas Parke
 Willard "Billy" Thompson

Seat Name

Chairman
 Arts Council
 Braddock District
 Chamber Commerce #1
 Chamber Commerce #2
 Chamber Commerce #3
 Countywide #1 (Vice-Chairman)
 Countywide #2
 Countywide #3
 Dranesville District #1
 Dranesville District #2
 Dranesville District #3
 Dranesville District #4
 EQAC
 Hunter Mill District #1
 Hunter Mill District #2
 Hunter Mill District #3
 Hunter Mill District #4
 Lee District
 Mason District
 McLean Chamber
 Mt. Vernon District
 Providence District #1
 Providence District #2
 Providence District #3
 Springfield District
 Sully District
 TYTRAN #1
 TYTRAN #2
 TYTRAN #3
 Town of Vienna Planning Comm.
 Tysons Neigh. North of Rt. 123
 Tysons Neigh. South of Rt. 123
 Tysons Neigh. Westwood
 Vienna – Tysons Chamber




For more information on the Task Force and the Tysons Corner Comprehensive Plan visit <http://www.fairfaxcounty.gov/dpz/tysonscorner>



Appendix E

Web Input Form

**Fairfax County**
VIRGINIA

Living here (Home) - Business - Visiting - Government - Using this Site - Contact us

Tysons Corner Transportation/Urban Design Study

you are here: homepage > planning and zoning > department of planning and zoning > tysons corner transportation and urban design study > survey

Initial Community Input on the Future of Tysons Corner

The Tysons Land Use Task Force is seeking community input for refinement of the 1994 Tysons Corner Comprehensive Plan now that the location of four metro stations has been set. The Task Force is holding twenty community dialogues on the values, issues, and concerns that should be considered in making these refinements.

- Initial Community Dialogue Invite and Information Flyer (PDF)
- Schedule of Initial Community Outreach Dialogues (PDF)
- Fact Sheet for Initial Outreach (PDF)

For those who are unable to attend a dialogue, you may provide your input below. This online survey will be available until Saturday, February 25, 2006.


Please provide responses to the following questions:

*** Indicates required field**

Zip Code
Zip code where I live: *
Zip code where I work:

My primary interest in Tysons Corner is because ...
My primary interest in Tysons Corner is because ...
Yes No
☐ ☒ I live in Tysons
☐ ☒ I live close to Tysons
☐ ☒ I work in Tysons
☐ ☒ I go there for shopping, restaurants, entertainment
Other, please list:

Primary values, concerns and issues
The Task Force is developing Guiding Planning Principles to use in making decisions about the future of Tysons and how to best manage the introduction of metrorail.
Please identify the primary values, concerns, and issues that you would like to see considered in developing these principles.
For example, others have noted such things as "make it easy and safe for pedestrians" and "limit the impact of metrorail noise on residences."
Please list up to ten issues (please limit each item to 50 characters):
1.
2.
3.
4.
5.
6.
7.
8.
9.
10.

 To request this information in an alternate format, call 703-324-1334, TTY 711.



Appendix F

Correspondence Received

Tysons Corner: Initial Community Outreach Findings

Hi Clark,

I found Thursday's meeting on Tysons Corner interesting for several reasons. For one, the discussion managed to steer away from many of the kinds of issues that can so easily sidetrack an outreach meeting. We didn't get bogged down on where all the new kids would go to school and how our roads would handle the feared massive increase of vehicular traffic although references to such concerns were made. Indeed, no one had to discuss the importance of an substantial increase of market and affordable housing in order for the whole thing to work. I guess that is attributable both to success in getting everyone to buy in on limiting the meeting to larger overriding "values" and perhaps to the fact that most participants were generally informed re those issues.

What struck me as much as anything, however, were two things:

The first, what I sensed from talking to a number of attendees was a general cynicism that citizen views would really have any effect on evolving plans for Tysons Corner, protestations from the Outreach team and Task Force to the contrary. This is of course not unusual and I have witnessed this view, often in a more emotional vocal expression, at outreach meetings elsewhere. Outreach efforts that genuinely seek to tap citizen core values and beliefs and allow them to inform the process are far outnumbered by "outreach" meetings where decisions have already been made and the real intent is to "educate" and win over the community to those decisions. I suspect that cynicism will be found at other meetings in the coming weeks. I am not saying that the Tysons outreach effort is not sincere or can not help inform what happens, only that the challenge to the organizers (Outreach team, Task Force, County) will be to prove to the community through results that the process is a real one and what they say counts.

Which brings me to the second thing that struck me and that was the overwhelmingly positive reaction (no other way to cast it) to David's eloquent intervention regarding plans to leave most of the rail line traversing Tysons elevated, often at 40 feet (the latter at the upper limit of the normal 20-40 foot range for elevated rail). I know the Task Force and Outreach team will respond that the rail project is outside their scope of work. With all respect, that won't fly, the rail and its operation and design is too central to everything. There were two major concerns Thursday: how people would be able to move around "the new Tysons" once they get there and the impact of elevated rail slashing across the new Tysons center. The first concern is relatively easily to address. There will undoubtedly be "people movers" in one or more forms to address that obvious need.

The elevated rail concern may or may not be easy to address but for the Task Force to ignore it would be a major error. Friday morning I was asked about the meeting by an active member of another neighborhood group (on the other side of Tysons) that has demonstrated its "heft" in the past (Including blocking Gannett's helipad project) and that will presumably be brought into the outreach process. His main question: what about the elevated rail issue? I have talked to several other area residents and, in each case, elevated rail was a, if not the, primary concern. If nothing else, it tells me that area residents are carefully reading everything that appears in the Post including the reporting regarding a decision to drop undergrounding the rail at Tysons (plans that were publicized for months) and Metro's more recent proposal to revisit the issue given newer technology. The County planning rep's vague references to geological formations and claims that the underground option was discarded almost at the outset (when it was the apparent option well into 2005 if we can believe the press) plus frivolous comments like the advantage of being able to drive down Route 7 on a hot day shaded by the overhead rail did not inspire confidence. Maybe the Task Force hadn't thought this would be within its scope but County planners sure should know. I even wonder about claims of another two years being required for a new EIS; as one attendee asked later, how could an already completed EIS have ignored an underground rail if the latter was on the table until at least 2005? Any surprise over citizen skepticism?

On Friday, I asked an urban planner whom I respect about all this. What was the answer?, I asked. After stating the obvious (wait 40 years, tear everything down, and start all over given the near impossible task of converting the existing dysfunctional Tysons network to the kind of urban center most informed people would want), he addressed the specific issue of overhead rail. While elevated rail has been a very negative factor in many urban locations - noise, pollution, impeding if not blocking development of a coherent urban center, etc, he said that there have been exceptions. In some cases, good urban design can mitigate if not eliminate the negative impact. A serious study would have to be undertaken before reaching any conclusions. Virginia Tech's Urban Planning Department and Metropolitan Institute could certainly do such a study. How long, how much? Six months, \$150K. I agreed that was reasonable and the way to go (if such a study had not been undertaken) but that I suspect the County leadership (and consequently the Task Force) are in no mood for any delays whatever the merits. (I should add that this is not meant to be a sales pitch for a VaTech Center study, as useful as that might be).

David's comment Thursday - that the overall cost of elevating the rail must include the cost of later tearing it down - may or may not be valid but it can not be ignored. I recognize that the County's leadership would be hesitant if not adamantly opposed to any delays. They undoubtedly fear any development that could risk undoing what finally appears to be agreement among all key funding sources to proceed. Altruistic goals for Tysons aside, County leaders have their eye on future tax revenue increases. Likewise, area businesses have one overriding interest: foreseeable profit. Add to that the fact that most building permits are already let and at most we are only talking about waivers, amendments, proffers as quids, etc. Tysons is the urban design disaster it is because of County planning failures in the past and there is no reason to believe that could be completely corrected even with the best intentions. We are unfortunately trying, at best, to craft a number of land use and design bandaids to make Tysons the best we can make it given all the existing obstacles.

But while applying bandaids, does the County really want to introduce a surgical gash at the same time? And if costs and political realities make the latter inevitable, should the County not look at every possible way to make that gash as bloodless and scar-producing as possible? Maybe there are already studies that have been done and designs appropriately produced that will meet these concerns. If so, they need to be publicized. If not...

The Task Force may not want to include the future of the rail project within its scope but it cannot avoid it. The rail project is why Tysons redevelopment as a 24/7 urban downtown for the County even has a chance of success. Thursday's meeting suggests that this issue will not go away and will be the 400-lb gorilla in the room if not addressed properly.

Despite all of the problems, obstacles, that exist and will arise as efforts to transform Tysons proceed, I am cautiously optimistic. I recall what Arlington's Ballston-Clarendon-Rosslyn corridor was 30 years ago and see what it is today, because of Metro and a string of stations. But Arlington has always been light years ahead of other political jurisdictions in the National Capital Region when it comes to sound innovative planning. And the challenges of Tysons are far greater than anything Arlington (or for that matter most cities) faced. I was encouraged that the concern of Thursday attendees seemed to move beyond just an elevated rail's impact on Hallcrest Heights to its consequences for Tysons as a whole.

Who knows? If time allows, I just might try to get smarter on the issues raised by the design of Tysons rail and, if appropriate, get out the old war paint and do some writing and agitating. In the meantime, I thought I would share a few thoughts with another aging revolutionary who may be in a position to get a Task Force to recognize they need to include the rail's design in its efforts. And I included a youngster on this email since his eloquence was the highlight of Thursday's meeting.

Tysons Corner: Initial Community Outreach Findings

George

p.s. If you and other Task Force members haven't looked at Urban Land Institute publications that might provide useful background info, I would mention two: Creating a Vibrant City Center and Developing Around Transit. Both are recent, 2004 and 2005 respectively I believe. See www.uli.org <<http://www.uli.org/>> bookstore.

George Hazelrigg, ASLA
Senior Project Associate
Department of Landscape Architecture
Washington-Alexandria Center
Virginia Tech College of Architecture & Urban Studies

Dear Chairman Connelly,

As I wrote in a recent issue of the McLean Connection, the County's Tysons Corner land use task force is to be commended for holding the recent series of outreach meetings. While there are always "no growth" voices at such meetings, I believe that many county residents share or are receptive to the vision that you, Kate Hanley, and most Supervisors have endorsed of a future vibrant, pedestrian-friendly, 24/7, "downtown" for Fairfax County.

Just as some of us were lamenting the long-term deleterious effect of an elevated metro rail line on the development and sustainment of that vision, a far more serious development made the headlines: "Reality Thins Out an Urban Vision." I won't state what you already know about the negative consequences of the Lerner decision (and others to come?) nor ask how county planners could not have anticipated this development under the terms they apparently negotiated. A future Tysons built on the foundation of \$1.5 million housing units (even with affordable housing on the outskirts) is not, I am sure, the vision you want nor is it the result that ultimately can succeed.

If you have not yet seen it, I would urge you to read the article by Roger Lewis, "Solutions to Workforce Housing Problems Won't be Found in the Market Alone," published in the 18 February issue of The Washington Post (page F39). After deftly laying out the issues, Lewis asks the right question: "...might Fairfax County, one of the wealthiest jurisdictions in the nation, consider making developers an offer they can't refuse?" Lewis correctly concludes, "If the concern is real, and if the county wants to achieve its worthy housing and transportation aspirations at Tysons Corner, it will have to put its money where its mouth is. Otherwise, workers will continue to have no choice but to live ever farther away from where they work." And I would add, "...and the 2006 vision for Tysons Corner will end as a well-intentioned but failed memory."

While the current outreach meetings are a positive step, they are soliciting relatively modest inputs, hearing the usual litany of complaints and concerns and failing to provide information that the residents expect to receive. It's got to be more than asking about values. Most residents are learning about issues such as whether metro rail will be elevated or underground or how Lerner has decided to deal the Tysons vision a body blow from the Washington Post, which is fine, but they should also be learning about such developments from County leaders. Community outreach meetings can be effective multipliers, attendees going out after meetings and spreading the word, if there is word to spread. Soliciting "values" won't quite do the job and for each announcement of a Lerner-type development, the number of skeptics grows as citizens conclude that whatever does finally result will happen regardless of what they want or say.

The next round of community outreach meetings, with active County and task force participation, hopefully will not only lay out the first round's findings but also begin to map out a specific, detailed plan for how all that will get translated into a future "vibrant, pedestrian friendly, 24/7 'downtown' for Fairfax County." Those meetings need to be complemented by an aggressive informational program through local print and electronic media. County residents have to be convinced that they are truly being given ownership in the vision. It's not easy given the magnitude of the challenge.

I know how much you believe in the vision and want it to succeed. As a resident of the "Tysons metropolitan area" (McLean), I most sincerely wish you well.

George Hazelrigg, ASLA
Senior Project Associate
Department of Landscape Architecture
Virginia Tech College of Architecture and Urban Affairs

WESTBRIAR CIVIC ASSOCIATION GREATER TYSONS GREEN CIVIC ASSOCIATION

February 20, 2006

To: Tysons Land Use Task Force
Subject: Community Input

The Task Force has continually emphasized the need for obtaining community input to identify community values, issues and concerns to be considered in developing principles and concepts for the change of the Comprehensive Plan regarding Tysons Corner. Accordingly, the Perspectives Group conducted a community dialogue at the Vienna Community Center on January 18 for people who reside near Tysons' southern border. This meeting was extremely well attended by 85 residents from the Westbriar Civic Association, the Greater Tysons Green Civic Association, the Tysons Townes Homeowners Association, and the Northeast Vienna Citizens Association. In all, over 1,300 families were represented at this meeting.

For years, we have been concerned about the encroachment of Tysons Corner on our residential neighborhoods. It is noteworthy that one of the proposed new plan objectives for Tysons is "Preserve and protect existing residential neighborhoods adjacent to the boundaries of Tysons Corner." This is similar to the old plan objective.

Basic principles that were presented by the residents at the dialogue and/or have been expressed at other times are:

1. Preserve the small town character and sense of community in Vienna and adjacent residential neighborhoods.
2. Maintain the edges of Tysons Corner as established in the Comprehensive Plan, with no further expansion.
3. Do not entertain another Ballston or Rosslyn.
4. Tall buildings with their high density have a destructive impact on the quality of life in single-family residential neighborhoods.
5. Maintain the Old Courthouse Spring Branch EQC as a green buffer between Tysons Corner and adjacent residential neighborhoods.
6. Community input should be sought and considered by the Task Force at every step in the process.

Pursuant to the basic principles are the following implementation guidelines that we request be authorized:

1. If more intense development is to be undertaken at the Tysons West and Tysons Central 7 Metro Stations, it should be done on the north side of Route 7, so as to lessen the impact on residential neighborhoods to the south.
2. The current private road that has access from the neighborhoods to the west

(Ashgrove Lane) should continue to be blocked off so as not to provide access across the EQC from Route 7.

3. Building heights south of Route 7 should be no greater than those prescribed as maximum in the current Comprehensive Plan (as amended through June 6, 1995).

4. Protect nearby neighborhoods from metro-related parking.

5. Center the density at Tysons Mall.


6. The Environmental Quality Corridor (EQC) of Old Courthouse Spring Branch should be protected from increased runoff and pollution both during and after construction.

Thank you for your attention in this matter of enormous concern to the more than 1,300 families who reside near Tysons southern border.

Sincerely,



John J. Mitchell
President, Westbriar Civic Association



Constance Sancetta
President, Greater Tysons Green
Association